

Buro Happold

## **Hayle Harbour, Cornwall**

Development Area Framework  
Travel Plan

Revision 01

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# 1 Introduction

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## 1.1 Introduction

The proposed comprehensive mixed-use development of Hayle Harbour will benefit existing and future residents, employees, visitors and business users. The masterplan represents a unique opportunity to deliver much needed development to enhance and underpin the local economy. It is imperative, therefore, that travel planning strikes an appropriate balance between enabling the development to be functional and commercially viable whilst ensuring that its impact can be mitigated with appropriate transport provision and target setting. This is particularly important considering the context and location of the site.

The development proposals for Hayle Harbour involve a number of different land uses, which are likely to be independently implemented over a period of time. The application is for an outline planning consent and individual plots will be brought forward by separate developers over time.

To reflect this approach this Travel Plan Framework has been produced. As the title suggests, this provides a framework for the delivery of travel planning measures that will require supplementary (reserved matters) submissions.

## 1.2 Travel Plans

A Travel Plan is a package of interventions, including physical measures, management and promotional initiatives, to encourage travel by modes other than the (single occupancy) private car.

Government guidance in the form of Planning Policy Guidance Note 13: Transport encourages the implementation of Travel Plans as a mechanism for achieving development that minimises car dependence and maximises transport sustainability. Subsequent information from the Department for Transport, Cornwall County Council and the Highways Agency provide further guidance on the form and function of Travel Plans.

Travel Planning is likely to be successful in delivering reductions in private car trips at this location for a number of reasons:

- Central location
- the nature of the mixed use development is such that significant scope for pedestrian travel to shops, jobs and other services exists;
- the scope exists for encouraging cycle travel between the development and services and facilities in Copperhouse;

- bus public transport exists in a form that supports travel to a number of strategic destinations;
- rail public transport exists, offering services to a range of strategic destinations, and;
- the scope exists to increase the accessibility of both bus and rail services for existing and new residents and workers in the town with significant public transport investment proposed as part of the development package.

### **1.3 Scope and Format of document**

This Framework considers separately the residential and non-residential elements of the masterplan acknowledging the inherent differences between travel planning for these two distinct uses.

This document supports and Outline Planning Application and masterplan. Detailed planning applications (discharging reserved matters) will be made by the individual plot developers. This Framework document therefore serves two purposes:

- (i) To identify the strategic sustainable transport measures proposed as part of the outline application applicable to the Framework Travel Plan; and
- (ii) As the basis for guiding the preparation of individual Travel Plans for the various development plots.

## 2 Objectives and Aims

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### 2.1 Travel Plan Objectives

The overarching objectives of the Travel Plans will be to:

- promote more sustainable transport choice;
- promote accessibility by public transport, walking and cycling;
- reduce the need to travel by car;

### 2.2 Travel Plan Aims

In achieving the overarching objectives the specific aims of the travel planning for the development at Hayle Harbour are:

- (i) To increase the awareness of developers and end users of the potential for and advantages of travel by more sustainable transport modes;
- (ii) To apply, where feasible, physical measures and management initiatives that will encourage and enable developers and end users to travel by non-car modes; and
- (iii) To provide practical information to developers and end users on how they can access non-car modes of transport to and from the sites.

## 3 Baseline Assessment

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### 3.1 Introduction

To assess the effectiveness of the Travel Plans it is important to establish a baseline. This provides a starting point from which the performance of the Travel Plans can be gauged and a starting point for the target setting that is an important component of a successful plan. The baseline travel characteristics have been derived from the Census 2001 and TEMPRO datasets and are reported here by land use.

TEMPRO is a Department for Transport computer program used to distribute the results of a set of forecasts known as the National Trip End Model, or NTEM. Forecasts of population, households, workforce, and jobs are used in a series of models which forecast car ownership, car trip ends and car traffic by district.

### 3.2 Residential Travel

The Buro Happold Transport Assessment dated November 2007 (herein referred to as the Transport Assessment) considers the potential 'worst case' transport network peak; the overlap of the traditional morning and evening 'rush hour' with the peak tourist season. Accordingly, the baseline assessment considers the movement of residents in the morning peak utilising Journey To Work data (as the dominant residential movement during this period).

The Census 2001 Travel To Work data has been used to establish the baseline travel patterns for the residential element. This has then been compared to the TEMPRO data for 2008 to establish a wider understanding of the associated travel patterns.

To represent the local area the wards of Hayle North and Hayle South (herein referred to as the study area) have been combined and categories 'Works mainly at or from home' and 'Underground, metro, light rail or tram' have been excluded from the reporting.

Table 3.1: Census 2001 Travel To Work Data

	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Hayle (North and South)	1%	5%	1%	64%	9%	1%	3%	15%	1%
Penwith	1%	5%	1%	61%	8%	2%	2%	20%	1%
South West	1%	6%	0%	66%	7%	2%	4%	14%	1%

The table above reveals that the study area travel patterns are generally aligned with the general surrounding area with the only noticeable difference being the higher walk mode share for the wider Penwith area.

TEMPRO provides a more detailed estimate of travel patterns and the 2008 data for the Travel To Work journey has been obtained and reported below.

Table 3.2: TEMPRO 2008 (AM Peak) Travel To Work Data

	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Hayle (Zone)	3%	6%	-	62%	14%	-	5%	10%	-
Penwith	4%	10%	-	57%	14%	-	4%	11%	-
Kerrier	3%	6%	-	64%	14%	-	4%	9%	-

South West	3%	7%	-	66%	13%	-	3%	9%	-
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For the purposes of the residential baseline, the Hayle (Zone) data from the above table has been assumed to be the baseline as TEMPRO facilitates a greater degree of manipulation of and interrogation of its datasets.

### 3.3 (Attracted) Employment Travel

Further analysis of the Census 2001 data (the information is not available from TEMPRO) reveals the average distance currently travelled by employees within the wider area, reported below ('Working outside the UK' and 'No fixed place of work' categories have not been considered).

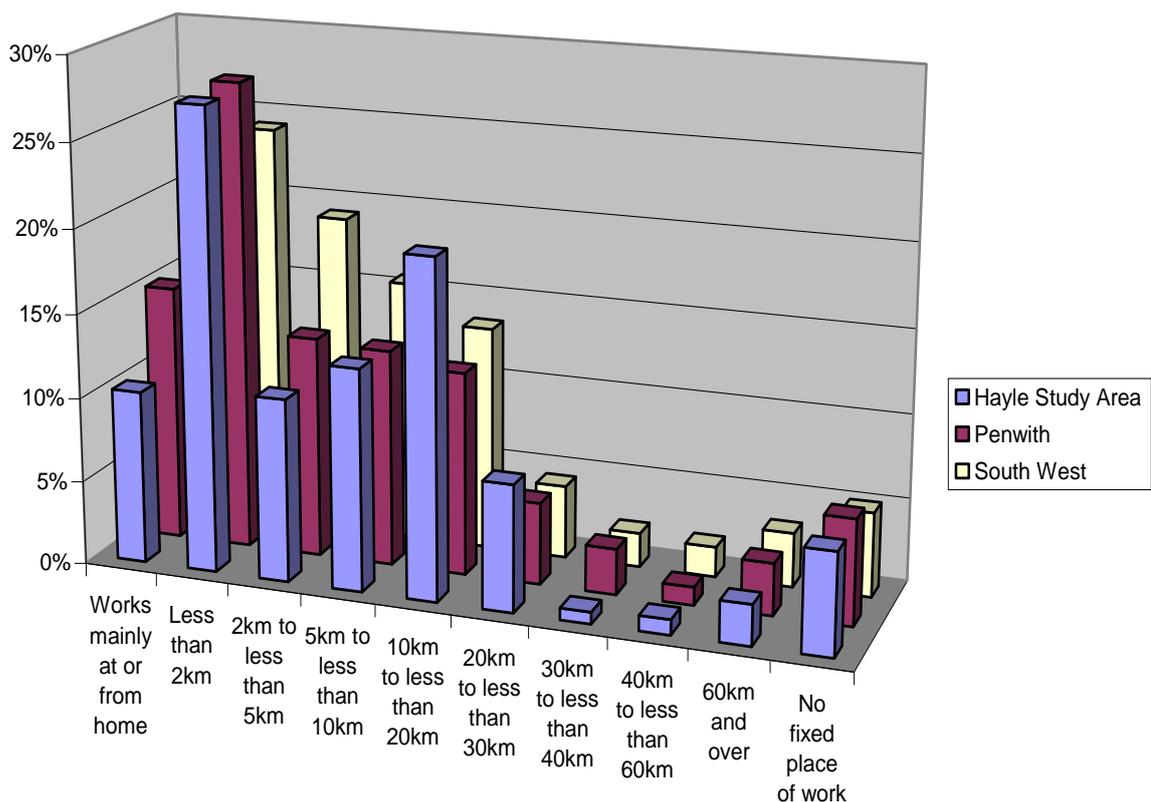


Figure 3.1: Employment Travel Pattern

The analysis demonstrates that the majority of employees are drawn from less than 30 kilometres from the study area and that the surrounding area travel patterns (approximately) replicate this pattern. This concurs with the distribution used within the Transport Assessment which assumes travel distributed among St Ives, Penzance, Truro and the Camborne/ Pool/ Redruth area. It also enables us to assume that the Travel To Work mode share for the Penwith and Kerrier wards will be broadly representative of the travel making patterns of the employees of the development, reported below.

Table 3.3: TEMPRO 2008 (AM Peak) Travel To Work Data

	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Penwith/ Kerrier	3%	8%	-	62%	14%	-	4%	10%	-

The Penwith/ Kerrier mode share (as reported) above are considered the baseline for the attracted employment trips.

### 3.4 Retail

Travel patterns associated with the retail offer are liable to differ throughout the year as they are intrinsically linked to the seasonal variations associated with Cornwall as a whole (tourism). For the purposes of this baseline assessment, consideration has been given to the TEMPRO data for home and non-home based shopping trips. Again, data for Penwith/ Kerrier has been interrogated and is reported below.

Table 3.4: TEMPRO 2008 (Weekday) Shopping Trips

	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Penwith/ Kerrier (home based)	1%	6%	-	37%	22%	-	2%	32%	-
Penwith/ Kerrier (non-home based)	1%	4%	-	35%	16%	-	1%	44%	-

Comparison of the data for the Penwith/ Kerrier area demonstrates expected linked trip making patterns. There is higher walking mode share from a non-home based trip which can be attributed to people working close other amenities such as shops.

### 3.5 Leisure (Recreational/ Social)

The other associated uses include elements of leisure (recreational/ social). It is more difficult to determine the exact nature of the end-users at this stage and therefore a general baseline has been derived from TEMPRO.

Table 3.5: TEMPRO 2008 (Weekday) Leisure Trips

	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Penwith/ Kerrier (home based)	1%	5%	-	41%	22%	-	1%	30%	-
Penwith/ Kerrier (non-home based)	2%	4%	-	31%	17%	-	1%	46%	-

The travel characteristics (as expected) are similar to those for the retail offer, in particular the expected variation between home and non-home based trips.

### 3.6 Conclusion

The data acquired from interrogating the TEMPRO database provides a useful baseline for the formulation of the framework travel plans and also the subsequent detailed travel plan. Reported data needs to be considered in context and the database from which it has been drawn is not perfect. However, it is considered that these datasets represent the most consistent and appropriate source of travel information available.

## 4 Overarching Travel Plan Measures

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### 4.1 Introduction

The masterplan has been developed over a period of time as a fully integrated mix of land uses and promotes internalised and linked trip making.

There is difficulty in quantifying the likely level of internalisation from the mixed use and new communities. However, it is not unrealistic to expect an increase of some 20% in internalised trip making over and above that which would generally be expected within a well planned mixed-use development.

This section considers the overarching measures that will be delivered as part of the development and that can therefore be linked to the Outline Planning Application.

### 4.2 Initial Works and Contributions

The Section 106 Agreement and Planning Conditions will make provision for contributions and obligations which must be delivered generally at commencement and first occupation of development.

### 4.3 Walking

The development will be designed in a manner that encourages movement to and within it on foot and it will contribute to the general quality of the town as a place to walk within. Proposals, particularly at South Quay to develop on both sides of the B3301, will help alleviate the severance caused by the road through the town.

New crossing facilities within the proposed access junctions to South and North Quays will add to the ease of movement between the new development and established parts of the town.

The development includes new footbridges, linking the Quays together and enhancing movement within the town as a whole. Connections between the now isolated Cliffside development north of Copperhouse Pool and the town centre will be strengthened through development, as will the accessibility of Hayle beach.

In summary, additional pedestrian provision will provided as follows:

- New crossing of the B3301
- Dedication of route to station behind Penpol Terrace
- New footway on Churchtown Road

- Two new pedestrian bridges linking Penpol Terrace with the Quay
- £15,000 for improvements to off-site walk routes

This provides for an improved comprehensive pedestrian network associated with the Hayle Harbour development also improving access and permeability for the existing Hayle residents, visitors and employees.

#### **4.4 Cycling**

The development will be designed to facilitate convenient movement of cyclists to and within it, through extensive use of traffic calming and shared-surface treatment. As well as providing for cycling demand arising from the development, elements of the application scheme will enhance the cycle accessibility of the town centre as a whole. New crossings of the B3301 will enhance the local environment for cyclists, as will the proposed new bridges linking the quays to the existing town centre.

In addition, public cycle parking will be included at a number of key locations, as well as within individual developments. Details of site-specific cycle parking will be established as part of reserved matters applications for the various parts of the development. A sum of £20,000 has also been committed for improvements to off-site cycle infrastructure.

#### **4.5 Public Transport**

In general terms Public Transport has many advantages as a form of travel:

- If a public transport route closely matches the desired journey, the service is competitive with the private car
- Unlike the driver of a private car, the public transport passenger can use the journey time for leisure or work activities

As an overarching principle, means of exploiting existing public transport routes will need to be considered in individual Travel Plans.

The County Local Transport Plan identifies that a Park & Ride facility is planned for implementation at St Erth station, west of Hayle, in the period to 2011. The facility will have a capacity initially for some 600 cars and is intended to offer alternative access to St Ives. The rail station at St Erth also serves Hayle and the proposed facility could be used to access Hayle town centre. However, the relatively short distance to Hayle and the frequency of trains suggest that a rail based Park & Ride facility will not play any significant role in accessing Hayle and the success of the development is not linked to the delivery of the scheme.

The Park & Ride facility will however include facilities for buses and there is scope to expand the car park such that capacity could be provided to cater for demand for travel to Hayle using buses. The County Council has advised that it has considered the economic viability of a bus-based scheme of this form for Hayle and concluded that at present, a business case cannot be made.

Discussions have been held with Cornwall County Council regarding the provision of a Hayle town centre shuttle bus service, potentially consisting of two buses (with promotional livery) that link the development with key local destinations including the aforementioned Park & Ride proposal. The specification for this service will be subject to further agreement with Cornwall County Council to ensure maximum benefit is accrued.

In summary, to support the development at Hayle Harbour, the following public transport incentives are proposed:

- Bus based public transport
  - Financial contribution towards bus based public transport
  - £25,000 for improvements to bus stop infrastructure
  - £50,000 contribution towards the St Erth Park & Ride scheme
- Rail based public transport
  - £40,000 for improved platform accessibility and station facilities

It is reasonable to expect that the measures outlined above could increase public transport use by 5% over that reported in the baseline assessment. This notional target should be used as a benchmark for the individual Travel Plans.

#### **4.6 Car Parking**

To ensure efficient use of car parking spaces it is proposed that their usage be monitored with a view to rationalising spaces that are unused. Surveys would need to be undertaken during the peak period for the car park operation to ensure that this process does not impact upon the viability of the development or create traffic problems on the highway network. This will need to be covered within the detailed Travel Plans and Cornwall County Council will need to ensure that this is linked to the aspirations within the Area Action Plan (AAP).

Measures outlined in the Buro Happold Transport Assessment Supplement (Demand Management Strategy) that could be considered include:

- Introduce 'no parking days' where everyone is assigned 1 'no parking day' each week. This is enforced by a sticker on the car saying which day it can park. The tenant company can then employ a contractor to fine those who park their car on a no-parking day and the money can be ring-fenced for travel plan measures (£20). The enforcement contractor should be employed on a fixed fee basis to prevent unfair fines;
- Introduce parking charges;
- Introduce a needs based permit system. The criteria for permits must take into account personal mobility difficulties; whether the user partakes in car sharing; out-of-hours work responsibilities; caring responsibilities; and the distance to home. To be effective the system must apply equally to all grades. This is a compulsory measure for the tenants of the site;
- Introduce a cash-out for not parking system, for example where car users are paid between £2 and £5. This has been known to achieve a 20% reduction in car travel. Car sharers could receive a lesser payment depending on how many are in the car and so on with cyclists and walkers;
- Reduce mileage incentives and company car policy

The detailed applications will need to consider parking provision within the wider context of Hayle and the AAP.

#### **4.7 Car Sharing**

Car sharing represents one of the most effective ways of reducing the negative environmental impact associated with travelling. Benefits of car sharing include:

- Cost effectiveness
- Environmental impact
- Flexibility

There is a web-based car share scheme (<http://www.carsharecornwall.com/>) that is already in existence and this will be promoted as part of the detailed travel plan welcome packs (residential) and information boards (non-residential).

#### **4.8 Travel Plan Promotion**

As the promoter of the overall development of Hayle Harbour the applicant is keen to ensure that the delivery of the various phases associated with the development are firmly in keeping with its

sustainable transport agenda. The agreed ethos of this framework travel plan will be promoted by the applicant to prospective plot developers.

#### **4.9 Surveys**

- The monitoring and review of detailed travel plans will need to be agreed with Cornwall County Council as part of these subsequent applications. Detailed proposals for carrying out the residential Travel Survey, including a draft questionnaire, should be included within the documents offered to Cornwall Council for approval prior to its adoption.

#### **4.10 Conclusion**

The overarching Travel Plan measures associated with the Outline Planning Application are summarised below:

Table 4.1: Overarching Travel Plan Measures: Roles and responsibilities

Measure	Source/Method of Implementation	Responsibility for delivery	Funding/Resource	Timescale (for release of funds/delivery)
Travel plan pot	Section 106	Cornwall County Council	£50,000	Prior to first occupation
Town bus route contribution	Section 106	Cornwall County Council	To be confirmed	Completion of route from Riviere Fields onto Phillack
St Erth Park & Ride Contribution	Section 106	Cornwall County Council	£50,000	First Residential Occupation
Off site bus stop upgrades	Section 106	Cornwall County Council	£25,000	Prior to first residential occupation
Off-site walking infrastructure	Section 106	Cornwall County Council	£15,000	Prior to commencement
Off-site cycling infrastructure	Section 106	Cornwall County Council	£20,000	Prior to commencement
Improved platform accessibility and station facilities	Section 106	Cornwall County Council	£40,000	Prior to commencement
Junction improvements, new bridge, pedestrian and cycle infrastructure	Detailed infrastructure planning application	Applicant	Applicant	Prior to opening

Car park monitoring and review.	Detailed Travel Plans and AAP	Detailed Applicants/ Cornwall County Council	Detailed Applicants/ Cornwall County Council	As appropriate
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## 5 Non-Residential Framework

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### 5.1 Introduction

It is anticipated that the non-residential elements of the development consist of following the uses:

- Retail
- Employment
- Leisure

Travel associated with the non-residential elements can be considered within two broad groups:

- Employees
- Visitors/ users

Areas of the development will come forward over time and be delivered by a variety of end users and developers. The requirement for a detailed travel plan will need to be considered on a plot by plot basis and in accordance with the threshold criteria specified in the County's document 'Travel Plans – Advice for Developers in Cornwall'.

### 5.2 Targets

Specific targets will need to be set by the end users within their detailed travel plans. It is difficult to set realistic targets and the means for achieving them can better be defined when the exact nature of the end users is clear.

A headline reduction of 10% in vehicle trips from that would be expected from a similar development employment has been adopted and reported in the Transport Assessment. The overarching travel plan section identifies a target public transport mode share increase of 5% which would form a component of this 10% reduction, the rest being made up on an increase in walking, cycling and car sharing the combination of which will be relate to that which is most appropriate to the specific development.

### 5.3 Travel Planning

In conjunction with future planning submissions associated with individual plots/ phases detailed travel plans will need to be submitted and approved by Cornwall County Council. Guidance on the threshold for the requirement for detailed travel plans is included within the Cornwall County Council guidance 'Travel Plans – Advice For Developers In Cornwall'. This guidance has been adopted within this framework and will be used to determine whether a plot requires a detailed travel plan.

A toolkit of travel planning measures will be recommended to potential developers for inclusion within their detailed travel plans. The extent to which the measures can be adopted will be dependant upon the scale and nature of the development. The toolkit of measures is summarised below but this is not meant to be an exhaustive list.

Table 5.1: Toolkit of non-residential travel planning measures

	Measure
Coordination	<ul style="list-style-type: none"> <li>• Identification of Travel Plan Coordinator</li> </ul>
Operational	<ul style="list-style-type: none"> <li>• Operate flexi-time</li> <li>• Allow home working</li> <li>• After hours taxi provision</li> </ul>
Awareness	<ul style="list-style-type: none"> <li>• Transport notice board in a prominent area</li> <li>• Specific transport user groups</li> <li>• Engagement with other local employers in a Travel Planning forum</li> </ul>
Walking	<ul style="list-style-type: none"> <li>• Adopting 'Secured by Design' principles</li> <li>• Lighting walk routes</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Provision of lockers and showers</li> <li>• Safe and secured cycle parking</li> <li>• Pool bicycles</li> <li>• Cycle loan schemes</li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>• Season ticket loans</li> <li>• Provision of public transport information</li> <li>• Shuttle service to the railway station (where no alternative is available)</li> </ul>
Car share	<ul style="list-style-type: none"> <li>• Promotion of/ creation of a Group on <a href="http://www.carsharecornwall.com/">http://www.carsharecornwall.com/</a></li> <li>• Allocation of priority car spaces for car sharers</li> </ul>

	<ul style="list-style-type: none"> <li>Pool cars for site visits</li> </ul>
Car parking	<ul style="list-style-type: none"> <li>Monitoring car park usage with a view to ensuring efficient use of spaces</li> </ul>

#### 5.4 Monitoring and Review

The initial target setting should be undertaken using the baseline data from TEMPRO as a proxy for the new development. It is likely that the travel patterns associated with the development will vary from those in the baseline as the users define their travel patterns in response to the masterplan. Detailed travel plan submissions associated with the detailed applications will enable a review and resetting of targets in response to primary data collection (through monitoring surveys).

The monitoring of the individual Development Area Travel Plans will be undertaken in accordance with a programme to be agreed with Cornwall Council. It is suggested that a monitoring regime as follows may be appropriate:

- Agree Travel Plan prior occupation using baseline data from this framework for target setting
- Survey travel characteristics 6 months after occupation to enable review of targets on the basis of a Questionnaire approved by the Council
- Survey travel characteristics 12 months after full occupation with a view to this being undertaken and reported annually thereon
- Undertake automatic counting of development traffic in accordance with a survey specification agreed with the Council
- A review of trip-making by similar development as identified from the TRICS trip-rate database

## 6 Residential Framework

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### 6.1 Introduction

It is considered that the residential element of the Travel Plan will have a more defined life span as it is reasonable to expect that the County Local Transport Plan will respond to strategic changes in development in Cornwall once it is occupied. In this instance, the current Local Transport Plan 2 expires in 2011. It is anticipated that the planning application for Hayle Harbour would have been determined to enable it to be considered within the subsequent (post LTP 2) County wide transport planning process.

### 6.2 Targets

The overarching target for the residential elements are as follows:

- Reduction of 10% in overall traffic
- Increase of 5% in public transport trips

### 6.3 Travel Planning

In conjunction with future planning submissions associated with individual plots/ phases, detailed travel plans will need to be submitted and approved by Cornwall County Council. Guidance on the threshold for the requirement for detailed travel plans is included within the Cornwall County Council guidance 'Travel Plans – Advice For Developers In Cornwall'. This guidance has been adopted within this framework and will be used to determine whether a plot requires a detailed travel plan.

A toolkit of travel planning measures will be recommended to potential developers for inclusion within their detailed travel plans. The extent to which the measures can be adopted will be dependant upon the scale and nature of the development. The toolkit of measures are summarised below, this is not meant to be an exhaustive list.

Table 6.1: Toolkit of non-residential travel planning measures

	Measure
Coordination	<ul style="list-style-type: none"> <li>• Identification of Travel Plan Coordinator</li> </ul>
Residents Welcome Pack	<ul style="list-style-type: none"> <li>• An outline of vision of sustainable development</li> <li>• The benefits of embracing the Travel Plan</li> <li>• Bus and train timetables</li> <li>• Qualification and availability of bus passes <ul style="list-style-type: none"> <li>○ For the over 60's, the disabled and for students</li> </ul> </li> <li>• Local taxi service leaflets/contact details</li> <li>• Cycle route information</li> <li>• Cycle parking and cycle shop locations</li> <li>• Pedestrian route information</li> <li>• Ring &amp; Ride scheme information</li> <li>• Home shopping opportunities</li> <li>• Traveline contact details</li> <li>• Car share web site (<a href="http://www.carsharecornwall.com">http://www.carsharecornwall.com</a>)</li> <li>• Cornwall County Council marketing information</li> </ul>
Walking	<ul style="list-style-type: none"> <li>• Adopting 'Secured by Design' principles</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Safe and secured cycle parking associated with dwellings</li> <li>• Cycle loan schemes</li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>• Safe routes to bus stops</li> </ul>
Car share	<ul style="list-style-type: none"> <li>• Promotion of/ creation of a Group on <a href="http://www.carsharecornwall.com/">http://www.carsharecornwall.com/</a></li> </ul>

Parking	<ul style="list-style-type: none"> <li>• Efficient use of parking provision</li> <li>• Parking remote from residential properties</li> </ul>
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As mentioned earlier, the 'Welcome Pack' is a key component of the Travel Plan. It is essential that it provides travel information to occupiers before they move in to assist them in making sustainable travel choices right from the start as this can overcome later resistance to change travel mode.

#### **6.4 Monitoring and Review**

The initial target setting has been undertaken using baseline data from TEMPRO as a proxy for the new development. It is likely that the travel patterns associated with the development will vary from those in the baseline as the users define their travel patterns in response to the masterplan. Detailed travel plan submissions associated with the detailed applications will enable a review and resetting of targets in response to primary data collection (through monitoring surveys).

As with the non-residential elements of the development, the structure of the monitoring program of the Travel Plans will need to be agreed with the Council. It is suggested that a monitoring regime as follows may be appropriate:

- Agree Travel Plan prior occupation using baseline data from this framework for target setting
- Survey personal travel characteristics 6 months after occupation to enable review of targets
- Survey travel characteristics 18 months after full occupation and then at 24 months
- Undertake automatic counting of development traffic in accordance with a survey specification agreed with the Council
- A review of trip-making by similar development as identified from the TRICS trip-rate database

## 7 Action Plan

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### 7.1 The Action Plan

Travel Plans will be initiated on a Development Area in accordance with this Framework and with details that will be agreed with the Council at the time that development proposals come forward. The responsibilities for implementing the Framework and then the Development Area Travel Plan are as set out below.

*Table 7.1: Travel Plan Implementation Responsibility Matrix*

	<b>Role</b>
ING RED UK	<ul style="list-style-type: none"> <li>Implement/ fund measures outlined in the Framework Travel Plan</li> </ul>
Plot/ phase developers	<ul style="list-style-type: none"> <li>Provide and agree (with Cornwall county Council) detailed Travel Plans for plots/ phases</li> </ul>

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